

RODE ON COWCATCHER

HOW A WOMAN SECURED FIRST OKLAHOMA CLAIM.

"Kentucky Daisy" Traveled on Front of Engine to Newly Opened Tract—Tied Petticoat to Tree to Secure Land.

Guthrie, Okla.—The first train that came into Oklahoma from the south on that memorable April 22, 1889, carried as a passenger on the cowcatcher a young woman, who was later to play an important part in Oklahoma politics. Sitting gracefully on the front end of the engine, on that first train, Miss Nanette Daisy gave the engineer a prearranged signal when a few miles north of what is now the town of Britton in Oklahoma county, and as in response he slowed down the train somewhat, she leaped from the engine and, climbing up the embankment, tied her petticoat to a young blackjack tree, calling to the other passengers on the train, "This is my claim." So far as known she was the first woman to file a claim in "old" Oklahoma, and also one of the thousands of people who came into the territory that day on trains. The persons who came in on horseback and in wagons, of course, filed earlier than she did. To this day the claim is still in her name, although the matter of settling her estate is now in the court. From the day she leaped from the cowcatcher and tied her petticoat to a tree she was an eccentric character in the territory.

The next morning, after staking out her claim, Nanette Daisy, who only a few months before had held the political appointment of state superintendent of instruction in Kentucky,



MISS NANETTE DAISY.
(She Rode on Cowcatcher to File on Oklahoma Claim.)

was at the Guthrie land office to make the proper filings on the land. She soon became acquainted with politicians and newspaper men, among whom there was not a better organizer and wire puller than Nanette Daisy. Throughout the territory she was known as "Kentucky Daisy," and under this name she entered politics, becoming a friend politically of many men prominent at that time and since in territorial affairs. Although these friendships were formed with prominent men in both parties, yet to the last she remained true to the Bourbon democracy which she had inherited from a long line of Kentucky ancestors.

In the first Fourth of July celebration in Guthrie Nanette Daisy represented "Columbia" in the big parade, being chosen for that honor by a majority vote of the people. She was an unusually fine looking young woman, intelligent and cultured, having been a successful teacher in Kentucky, quick at repartee and generally popular. These qualities brought her constantly before the public and on all occasions she was among the first to be solicited to participate in the honors and social events of the youthful territory capital. Frequently she was solicited, too, to address conventions, political and educational, and her talent as an elocutionist was both marked and interesting. In her addresses she used this talent with such success that she became a very popular speaker.

When the Sac and Fox country in eastern Oklahoma was opened to settlement in 1892 Nanette Daisy again came into prominence. Astride a strong horse, with thousands of others, she made the race on to the town site of Chandler to secure a town lot. The race was across a broken, hilly country, at times through the Deep Fork valley, wooded and filled with underbrush. After reaching the town site, in running her horse underneath a tree, her hair caught on a limb, pulling her from the horse. She received injuries that at the time were supposed to be fatal. In fact, that she did escape was miraculous, for where she was thrown other horses by the hundreds galloped afterward, and in the crush it was believed that she would be killed under their hoofs, even if her first injuries were not fatal.

Nanette Daisy—for such she still remains in memory to the people of Guthrie and "old" Oklahoma—later left Guthrie for Chicago.

From the time of her departure for Chicago the life of Nanette Daisy was unknown to Oklahomans, until attorneys arrived here four years ago to investigate her property interests. They stated that she had died suddenly in that city. Her property interests in this vicinity are extensive, including the claim which she staked out on that first day when she made her entrance on the cowcatcher, and the lot on which she fell on the Chandler town site when she made the run into the Sac and Fox country. She also owned town lots in Guthrie. The settlement of her estate is still in the courts.

IS AN OKLAHOMA PIONEER.

"Judge" Embry Made Federal District Attorney of New State.

Chandler, Ok.—John Embry, whose appointment as United States district attorney for Oklahoma has been confirmed by the senate, has successfully undergone four investigations by the federal authorities. He was first appointed by President Roosevelt last spring, but the senate refused to sanction his name and the president ap-



JOHN EMBRY.
(United States District Attorney for Oklahoma.)

pointed him again during the recess. In the meantime the investigations have been carried on. It is significant that no objection was made to him in the senate at his last appointment. Mr. Embry, who is known as "Judge," was one of the pioneers of the territory and has been prominent in Republican politics. He has served this city as mayor and is a member of the Methodist church. In his younger days John Embry worked in almost every state of the south and southwest, traveling on foot the most of the time. At different times he mined coal in Kentucky, worked in the lumber camps of Arkansas and Louisiana, in the wheat fields of Kansas and on steamers on the Mississippi and Arkansas.

NEW LAND COMMISSIONER.

R. A. Ballinger, Well-Known Lawyer, Appointed to Office.

Seattle, Wash.—Richard Achilles Ballinger, who has been appointed commissioner of the general land office, is a well known lawyer, who recently served as mayor of this city. He is an Illinoisan by birth, 48 years of age, and came to this state in 1898. His father, Richard Henry Ballinger, studied law with Abraham Lincoln. At the age of 17 Mr. Ballinger started in the cattle business in Kansas, and when 22 years of age he entered Williams college and was graduated in 1886. He practiced law at Boonsbor-



RICHARD A. BALLINGER.
(New Commissioner of the General Land Office.)

ough, Ill., for a while, and then went south and became prosecuting attorney in an Alabama county. In 1890 he went to Chicago and practiced law there for two years. Coming West, from 1893 until 1897, he was judge of the superior court of the district comprising Jefferson, Island, San Juan, Callam and Skagit counties, Washington.

Lincoln on Duty of Citizenship. Jeremiah C. Lotz, who enjoys the distinction of being the oldest of the Hoosiers employed in the department, whether that honor be conferred for age or years of continuous service, was thrown into close association with Lincoln during the civil war, and he tells a story of the great president. On July 4, 1863, there was a gathering on the vacant lot at the south end of the treasury building to witness the unfurling of a flag presented to a New England regiment. Lincoln was there to pull the rope that would run the flag up to the top of the pole. The colonel of the regiment also was there, in spick and span uniform, and his presentation address could almost be called a whole conservatory of flowers of speech. Seidom, if ever, had the English language been employed to say so many grandiloquent things. When the colonel had concluded, Lincoln stepped forward, pulled the rope and said:

"I will pull this flag up if there is no fault in the machinery, but the people must keep it there."

"The contrast of the two speeches impressed everybody with the greatness of Lincoln," said Mr. Lotz. "The colonel had spoken long and said little, while the president in one sentence had epitomized the duty of all Americans."—Indianapolis Star.

FROM TUTOR TO FORGE

FORMER COLLEGE PRESIDENT BECOMES A BLACKSMITH.

Ill Health Forces Descendant of President of Yale University to Quit Educational Work for Manual Labor.

Indianapolis, Ind.—The brightest boy in the village school at Stilesville, Ind., prize winner at Ohio Wesleyan university, teacher in various schools, then president of Green River college, Kentucky, and now a blacksmith, toiling daily at the forge in his humble shop at Anderson, Ind., this has been the unusual career of Roscoe J. Stiles, great grandson of Ezra Stiles, Ph. D., a president of Yale university. The town of Stilesville was founded by his grandfather, in honor of whom it was named.

In his youth Roscoe was looked up on as a second Ezra Stiles. He liked school, and spent his spare time in reading instead of playing. His fond parents believed that a great future was before the young man in the educational world and they encouraged him to every extent possible in his studies. At the age of 17 he was sent to Indianapolis and entered what is now Shortridge high school. Here he maintained his record as a brilliant student, and when he had completed his course with high honors he was sent to Ohio Wesleyan at Delaware, O. He proved a leader in all college affairs, joined the Sigma Alpha Epsilon fraternity, was prominent in the social life of the school and graduated, as usual, with honors. After



ROS COE J. STILES.
(Once President of a College, Now a Blacksmith.)

leaving the university he naturally turned to educational work, and for eight or ten years taught in the high schools of cities in Indiana, Ohio and Kentucky. Then he was offered the chair of history in Green River college at Maysville, Ky. This school then had an enrollment of about 300, and was one of the leading coeducational institutions of the state. He taught history for four years and when the presidency of the school became vacant he was readily chosen to fill the place. For four years more he served as the head of the college, when his health failed. Under his administration the school flourished and the enrollment was increased to almost 500. He brought about many changes for the better, including the elective system.

When he saw that he must give up his work he thought it would be only for a year or so, and decided to spend the time traveling. But for several years he wandered here and there over the country without finding his strength returning, and so he finally decided to settle down in Anderson, near his brothers, and quietly await the end. He had never married and made his home with his brother Albert. For a while he spent his time in reading and studying, but having exhausted his means while traveling he decided to go to work.

His brothers and his friends thought he was only joking when he said he intended to open a blacksmith shop. Then when they saw he was really in earnest they offered to find something more suitable for him, but he declined their aid.

"I want to work, I want something that will tax my vitality to the utmost," he said in a recent interview, and in a short time he had purchased an old abandoned shop on the edge of the city.

"I would rather be a strong, healthy blacksmith than a tired, worn-out college president, with the grave yawning for me. I believe a strong physical body is the most essential thing. When my health failed I turned to manual labor. A man can keep up his education and work in the smithy as well. I am ready now to debate with any one on the question, 'Was Plato's Philosophy Wrong?' and take either side of it."

The blacksmith can always find time to pause in his work to discuss history, philosophy or public questions with a visitor. His favorite study is history, as it was that subject he taught before assuming the presidency of Green River college.

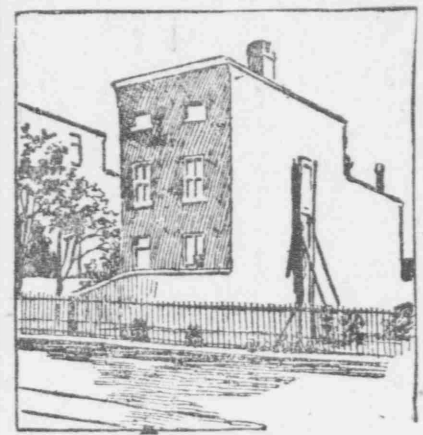
Morocco's First Railway.

The following telegram from Tangier has been received at Berlin: "On December 15 the first train ran over the new narrow-gauge railway to the quarries built by the German Harbor Construction company. The railway, the first in Morocco worked by steam traction, is two kilometers (one and a quarter miles) long."

SPIKE FENCE COVERS WINDOW.

Raised on Stilts, It Shuts Out the Light From a Second-Story Room.

Baltimore, Md.—For a quarter of a century one of the oddest spite fences on record has shut out the light from the second-story hall window on the north side of a house on Pennsylvania avenue and now, though it is old and mossy and covered with vines which have grown with the years, there seems to be no prospect that it will not live to remind more generations of the ancient misunderstandings



Odd Spite Fence in Baltimore.

which caused its erection. It is a board construction, raised on stilts, just large enough to cover the window and it stands within a few inches of the window opening.

In the house against which the spite fence is raised there are three generations of the family of Mr. and Mrs. William Messersmith, and the heads of the family have lived there for 43 years this coming April. In the next house to the north lives the family of Mr. Alexander Megary, the head of which raised the fence years ago—some say 20 years, some say 25.

Away back yonder, when Baltimore was far to the south and east of the place where now the Gilmore street cars turn into Druid hill park that was all country. The Godmans owned and lived in the present Megary residence, and then the Whitneys, and succeeded then came the Megary family. Mrs. Messersmith and Mrs. Megary were young married people then, and their children used to play together on the lots about the houses. Children will quarrel, it is said, and the Messersmith and Megary children were not exceptions. First it was that thing, then this, then another, and in time the mothers began to "take up" for their respective children until there was a mutual agreement to disagree. Then, the Megary side says, the Messersmith family began to throw dirt and hair and refuse of various sorts from the hall window into the Megary flower garden, and the wind would often take the dirt and carry it over close to the Megary residence. Protests were made, and the elder Megary finally called on the Messersmiths and told them that he intended to build an obstruction against their window to keep down what had become a nuisance. The Messersmith denial was emphatic, and then the Megary side charged the Messersmith side with spying on the Megary dressing rooms from the hall window. One night the Messersmiths retired, and when they awoke in the morning the fence that was to shut them off was in position.

"We're used to it now and don't mind it a bit," said Mrs. Messersmith, and three generations, down to a toddling babe, joined in approving that statement. "Of course, it shuts out our light, but we have been shut off from light for 23 years by that fence, and we can get along without it just as well as not."

LOOKS LIKE A HYENA.

Cape Hunting Dog Not a Handsome Animal in Appearance.

London.—The Cape hunting dog, owing to its resemblance, both in coloring and marking, to the hyena, is



Cape Hunting Dog.

often called by the name of the hyena dog. Its most striking external features are the large size of its ears and the great length of leg. They hunt in packs, relieving one another when exhausted, so that those who have been resting and hussling their strength in the rear of the chase come forward and take the lead.

Smokeless Railway Engine.

The dream of smokeless cities is likely to be realized at no distant day. European engineers have visions of smokeless railways, and a method of solving this part of the problem is being tested between Ostend and Brussels. The engine used is of special construction. It has an aspirator, which sucks in all smoke and steam, and a special receptacle where the vapors are chemically decomposed. Neither smoke nor steam escapes into the open air.

AUTOS IN THE CONGO

CARRY FREIGHT INTO THE INTERIOR OF AFRICA.

Roads Hundreds of Miles Long Built or Planned—Steam Railroads to Come Later—Lines Are Profitable.

New York.—King Leopold of Belgium, sovereign of the Congo Free State, said in an interview the other day that the state is now sending out motor cars to run on the automobile freight roads that are being extended from the Congo river into parts of the interior not likely to be penetrated by railroads for some time to come. The building of these roads has been in progress two years and two of them have already been partly equipped with rolling stock.

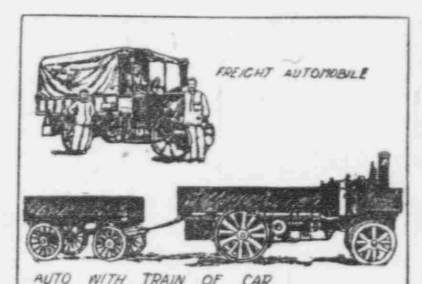
One of the automobile roads has been extended from Leopoldville to the southeast to connect the Congo at its chief port on the inner plateau with the Kwango in the south. The distance is 300 miles.

This is a finely built, rock ballasted road with perfect drainage. It would not be possible in a country where rains are so copious to run automobiles on a common dirt road. The automobile roads of the Congo will compare favorably with the best highways in any land.

The accompanying picture shows the two types of auto motors that are being introduced for freight purposes. The motive power in both of them is steam.

In one the motor is a part of the freight wagon. The other machine is a steam engine of much greater power, intended to haul a train of from 10 to 15 freight wagons.

The Congo State has reached the rich mining region of Katanga with this automobile freight transport before it has completed its system of



Two Types of Autos Used in the Congo.

uninterrupted steam communications by steamboat and railroad between the mouth of the Congo and this mining district. To reach the Katanga province heretofore steamboats have ascended the Congo, the Kasai and Sankuru rivers, a thousand miles to the head of navigation on the Sankuru at the western edge of Katanga.

From this point many hundreds of porters have carried freight across country to Lake Mweru, the air line distance being about 400 miles. For half this distance navigable waters may be utilized.

Automobile roads have now been built to connect these navigable waterways leading in the desired direction. Bridges have been thrown across rivers, the sections of the road have been built in the best European manner and the automobile service is in operation, though as yet with inadequate equipment.

A more northerly road has also been constructed from the head of navigation on the Sankuru to a large collecting and distributing center, where parties of porters are kept to carry the auto freightage in various directions.

The Congo State was encouraged to carry out these enterprises by the success of the automobile route from the east coast of Madagascar to the capital, Antananarivo, about 120 miles inland, which has revolutionized transportation.

As late as 1901 the cost of moving freight between the sea and the capital was \$75 a ton. The fine new road completed in 1902 has reduced rates three-fourths.

A daily service of automobiles for passengers and freight is maintained between the Indian ocean and Antananarivo. The people are happy over the change, but the automobile will resign in favor of the railroad to the capital, which, it is expected, will be completed in 1908.

Automobile transportation in a commercial sense can be only a temporary expedient, for cheap transportation cannot be secured by dividing freight, often of small value in proportion to bulk and weight, into small automobile loads. It is as true in Africa as elsewhere that cheap freight carriage can be secured only by the concentration of a large bulk of merchandise in large loads moved by the most powerful means of traction.

The automobile roads, however, will probably pay for themselves many times over before railroads supersede them.

Lincoln's Estimate of Wealth.

A New York firm applied to Abraham Lincoln some years before he became president as to the financial condition of a neighbor. Mr. Lincoln replied as follows: "Yours of the tenth instant received. I am well acquainted with Mr. — and I know his circumstances. First of all he has a wife and baby; together they ought to be worth \$50,000 to any man. Secondly, he has an office in which there is a table worth \$1.50 and three chairs worth, say, \$1. Last of all, there is in one corner a large rat hole which will bear looking into."

BENJAMIN HARRISON STATUE.

Committee Selects Model of Monument to Ex-President.

Indianapolis, Ind.—One of the two models furnished by Charles H. Niehaus, the New York sculptor, has been decided on by the committee of the Benjamin Harrison Monument association having in immediate charge the erection of the monument. The figure selected shows the former president standing, wearing an overcoat. The other figure was of the former president wearing a Prince Albert coat. Otherwise the two figures were



Model of Harrison Statue.

similar. It was believed by the members of the committee that the figure with the overcoat was the more graceful of the two.

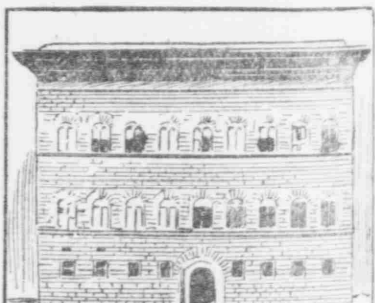
John B. Elam and Evans Woolley, two of the members of the committee, recently saw in the Niehaus studio in New York the clay models, about four feet high, of the statue. Photographs showing various views of these models were taken and these photographs were submitted at a meeting of the committee in this city. The photographs of the figure show a chair back of the figure, but this chair was one that simply was in the studio. There will be a chair back of the finished figure, but the committee has not yet decided as to the type of chair that will be best.

The completed bronze figure will be about eight and one-half feet high, and will be mounted on a pedestal of either Tennessee marble or granite. The entire structure will be about 19 feet high and back of it will be an exhedra. It will stand on the south side of University Park, facing the Indianapolis federal building. The work of breaking ground for the foundation will begin as soon as possible in the spring, and it is probable the monument will be completed in the fall.

FAMOUS STROZZI PALACE SOLD.

Historic Structure at Florence, Italy, Bought by a Manufacturer.

Rome.—The Strozzi palace at Florence, Italy, which has just been sold to a manufacturer for \$1,200,000, is a historic structure. It was built in 1499 for Filippo Strozzi, who at that time was the chief rival of the Medici family. The architect was the famous



Strozzi Palace at Florence, Italy.

Benedetto de Majano. The cornice of the palace, which is considered to be a beautiful addition to the structure, was added some years later by Cosimo. The old Tuscan palaces generally were designed as fortresses, owing to the turbulent period in which their owners lived. They were accessible only by a huge gate (similar to that in the Strozzi palace) leading into a central courtyard, on which the principal living apartments opened, and their street front had a frowning and forbidding appearance.

Railway Acquaintances in America.

"You may travel 1,000 miles on a railway in Europe and never a man, whether English, French, German or what not, will open his mouth to speak to you if you are a stranger," said J. W. Pike of Philadelphia.

"For a total freezeout I accord the palm to the English. Your true Briton regards any man who has nerve to speak to him without ever having been formally introduced as reeking with effrontery and, therefore, to be disdained and snubbed. I want to except from these a class of Englishmen who have been about the world a good bit. I've met a few of this sort who had knocked about the world and who were not suspicious of a stranger who addressed them that he had designs on their pocketbook."

"Maybe in the course of time and the process of evolution we may get the same clamlike reserve over here in America, but I don't expect to see it in my lifetime, and I am glad to think whenever I enter a parlor car for a ride to San Francisco or Seattle that though I may not know a blessed man on the train when I enter, ere 100 miles have been traversed I shall be talking with some good American whom I never saw before as though we had been friends and comrades from our earliest youth."